

2/28/2019

FOR YOUR INFORMATION

2019-8/3-2

1591451

To: FAA (AFS-200), Airbus Industries

Info: FAA (AVP-1, AVP-200, AFS-280), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IAM, AMFA, IBT, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: A320 Cockpit Window Delamination Limits

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dennis Doyle at (408) 541-2831 or email at dennis.j.doyle@nasa.gov



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN: 1591451

Time

Date: 201811

Local Time Of Day: 1201-1800

Place

Locale Reference.Airport: ZZZ.Airport

State Reference: US

Altitude.AGL.Single Value: 0

Aircraft 1

Make Model Name: A320

Component 1

Aircraft Component: Cockpit Window

Person 1

Function.Flight Crew: Pilot Flying

Function.Flight Crew: Captain

ASRS Report Number: 1591451

Events

Anomaly.Aircraft Equipment Problem: Less Severe

Anomaly.Deviation - Procedural: Published Material / Policy

Detector.Person: Flight Crew

Result.General: Maintenance Action

Narrative 1

As some of our older A320 family aircraft come of age I am encountering more delaminating or bubbling forming along the edge of cockpit windows. 20 years or so I had an A320 window internally catch fire during cruise at night between the window plies at the window heating element due to window delamination. On postflight I noticed that this particular aircraft had delamination hazing starting along the edge of the L3 window, for which an AML (Aircraft Maintenance Log) entry was made to have checked, and was found to be within limits. I have been told over the years by Maintenance that so long as the delamination is less than 3 inches wide and not within the direct field of view it is within limits. I have never run across a window even close to those limits. However, I thought my write-ups would [have at] least put the window on some sort of a monitor or watch list. I am told by Maintenance Control that is not the case. Furthermore, there is no way for a pilot to know if the window has already been written up in the past. In short, it would be helpful to have additional preflight guidance, similar to the preflight limitations we have for tires, to know what the window delamination/hazing limits are. As well as guidance on if and when an AML entry is appropriate. Perhaps an entry could also be made to the aircraft damage report once a window has been reviewed and found to be within limits to avoid repeat write-ups.

Synopsis

A320 Captain reported the flight deck crew needs window delamination limits and guidance on when to enter the damaged window into the logbook.